

NZ Transport Agency Waka Kotahi Reference: Application-2022-0836

27 August 2024

Ashburton Riverside Developments Limited
C/- David Harford, Resource Management Planner
David Harford Consulting Ltd

Sent via email: david@dhconsulting.co.nz

Dear David,

**PROPOSED BUSINESS PARK – STATE HIGHWAY 77 AND MELROSE RD, ALLENTON,
ASHBURTON – ASHBURTON RIVERSIDE DEVELOPMENTS LTD**

Thank you for your request for written approval from New Zealand Transport Agency Waka Kotahi (NZTA) under section 95E of the Resource Management Act 1991 (RMA). Your proposal has been considered as follows:

Proposal

Resource consent is sought for the following activities:

- Land use consent for establishing a business development that does not comply with Rule 5.10.3 in the Operative Ashburton District Plan 'the Plan' as the proposal does not comply with the Outline Development Plan (ODP) as roading connections are sought from Melrose Road rather than Business Zone C.
- Land use consent for earthworks as a discretionary activity in Rural A zone under Rule 3.9.13 of the Plan as earthworks will exceed the maximum volume of 5000m³ over an area greater than 2000m².
- Land use consent as a restricted discretionary activity under Rule 5.9.10 of the Plan as future buildings will be located within 100m of the existing stop-bank.
- Consent to subdivide Lot 2 DP 382372 as a restricted discretionary activity under Rule 9.7.4 in the Plan to enable the widening of Melrose Road as shown in the scheme plan in Attachment 1. Consent is required as the subdivision is in the Rural A zone.

Assessment

In assessing the proposed activity, NZTA notes the following:

- Access to the proposed business park will be via Melrose Road. No direct access to State Highway 77 is proposed.
- SH77 in this location has an annual average daily traffic of 6,883, of which 6.7 percent are heavy vehicles.
- The proposal entails the development of a business park with an anticipated 48-lots.
- It is anticipated that daily traffic at the SH77/Melrose Road intersection will be a total of 1,571 vehicles, with peak hour traffic in the morning and afternoon estimated at 202 vehicles.
- A NZTA network manager and safety engineer have reviewed concept plans for the proposed intersection upgrades as per Attachment 2 and are satisfied the upgrades are appropriate for the proposal. However, as per Condition 1 below, final detailed design plans must be approved by both NZTA and the Ashburton District Council.
- To ensure works for the intersection are undertaken safely, a construction traffic management plan, as per Condition 2, will be reviewed by NZTA and provided to the Ashburton District Council.

- A road safety audit is required within three months of completion of works to ensure the upgrades align with NZTA safety standards. As per Condition 3, the consent holder will undertake remedial works if necessary, if the audit determines the intersection has not been appropriately constructed.
- As per Condition 4 below, all intersection upgrades must be completed prior to the occupation of any tenancies at the proposed business park.
- No signage is proposed as part of this proposal. Any signage visible from SH77 should be approved by NZTA.

Conditions

In discussion with NZTA your client has agreed to include the following conditions as part of your client's resource consent application. The legal name of NZTA is the New Zealand Transport Agency; therefore our full legal name is referred to in the conditions and approval.

1. Prior to the commencement of works at the Melrose Road/State Highway 77 intersection, scheme plans and detailed engineering plans for the proposed changes shall be submitted to and certified by both the Ashburton District Council's Transport Manager and New Zealand Transport Agency prior to any construction commencing on the site and shall include:
 - a. All alterations to the intersection required as a consequence of the development; and
 - b. Full design details regarding the operation and phasing of the intersection upgrades and site access.
2. Prior to commencing construction for the works at the Melrose Road/State Highway 77 intersection, a construction traffic management plan shall be provided to the Ashburton District Council for approval with evidence that New Zealand Transport Agency has reviewed the plan and is satisfied that effects on the state highway during construction will be appropriately managed.
3. Following the upgrade of the Melrose Road/State Highway 77 intersection, the Consent Holder shall, within 3 months of the final sign-off of the works at the Melrose Road/State Highway 77 intersection by the NZ Transport Agency and the Ashburton District Council, submit an independent road safety audit. This shall identify whether there are any road safety deficiencies with the constructed Melrose Road/State Highway 77 intersection. If this report determines that the Melrose Road/State Highway 77 intersection has road safety deficiencies, then the Consent Holder shall undertake remedial works as determined necessary by the NZ Transport Agency and the Ashburton District Council.
4. Prior to the occupation of any of the tenancies at the Business Park, the consent holder shall provide correspondence from the New Zealand Transport Agency confirming that all works for the upgrade of the intersection at Melrose Road and State Highway 77 have been constructed to New Zealand Transport Agency standards and to the satisfaction of the New Zealand Transport Agency Network Manager.

Determination

On the basis of the above assessment of the proposed activity, and the conditions volunteered by the applicant, NZTA provides written approval under section 95E of the RMA.

Advice Notes

To ensure the intersection upgrades align with NZTA standards and the volunteered conditions are met, early consultation with NZTA and the Ashburton District Council's transport manager is recommended. Please contact the NZTA network manager, Scott McKenzie, via email at scott.mckenzie@nzta.govt.nz.

Any physical work on the state highway legally requires you to apply to NZTA for a Corridor Access Request (CAR) / Work Access Permit (WAP) and for that request to be approved.

Please submit your CAR via www.submitica.com a minimum of fourteen working days prior to the commencement of any works on the state highway.

Expiry of this approval

Unless resource consent has been obtained this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from NZTA.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact the Environmental Planning team via environmentalplanning@nzta.govt.nz.

Yours sincerely,

A handwritten signature in black ink that reads "Ashleigh Peti". The signature is written in a cursive style and is contained within a light grey rectangular border.

Ashleigh Peti

Intermediate Planner

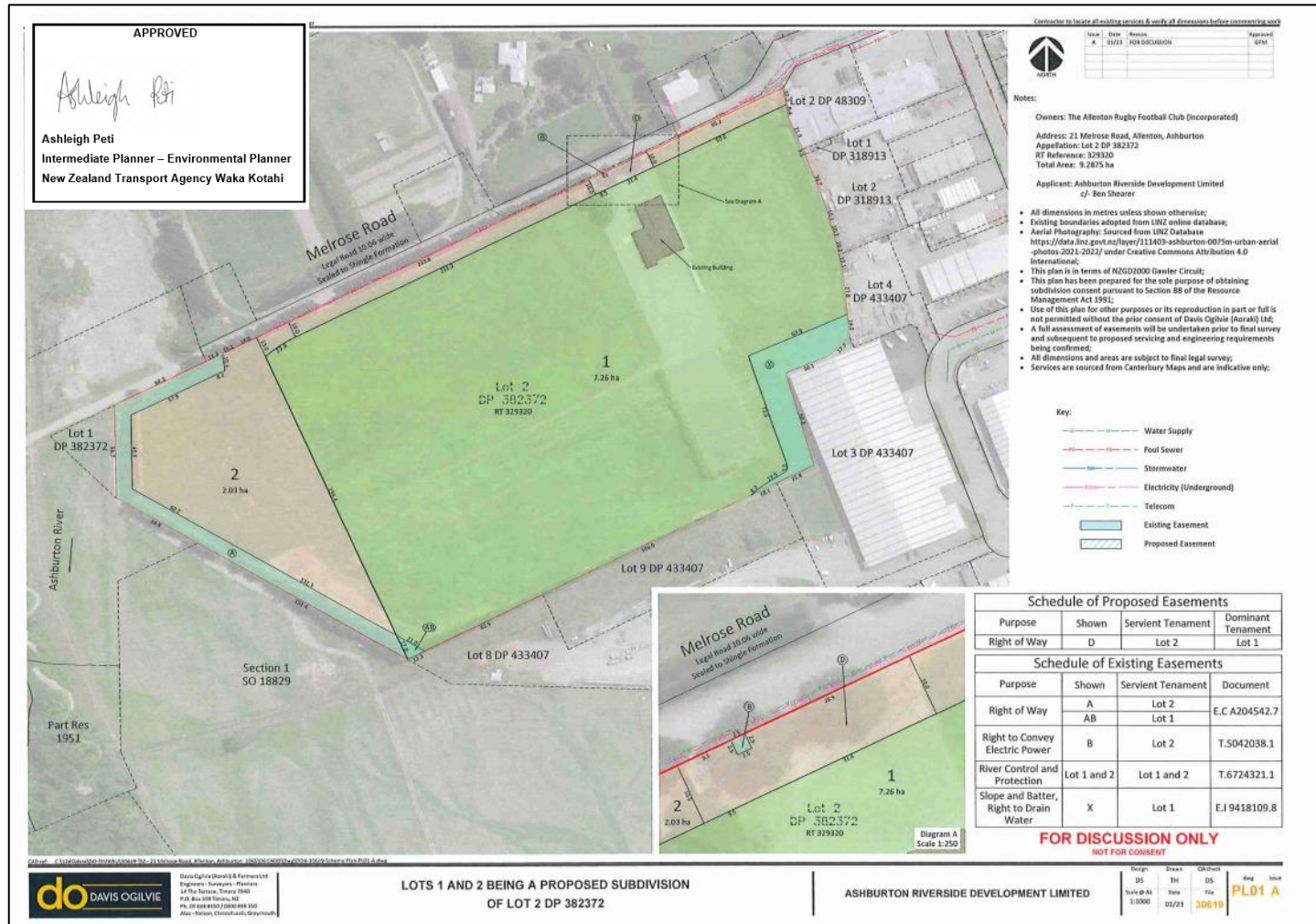
Poutiaki Taiao / Environmental Planning, System Design, on behalf of NZ Transport Agency Waka Kotahi.

cc: Ian Hyde, Planner, Ashburton District Council, via ian.hyde@adc.govt.nz
Scott McKenzie, Senior Network Manager, via scott.mckenzie@nzta.govt.nz

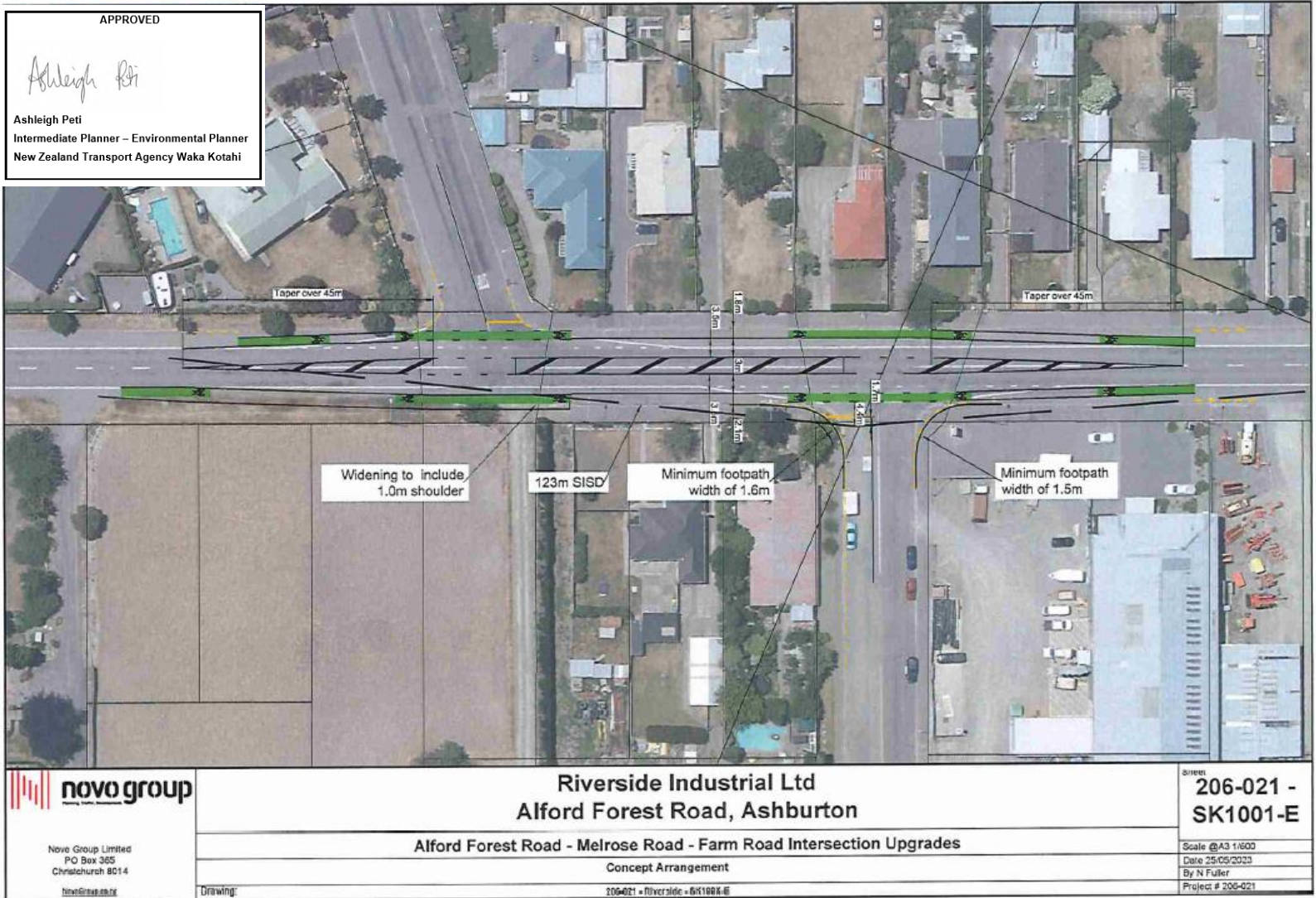
Enclosed:


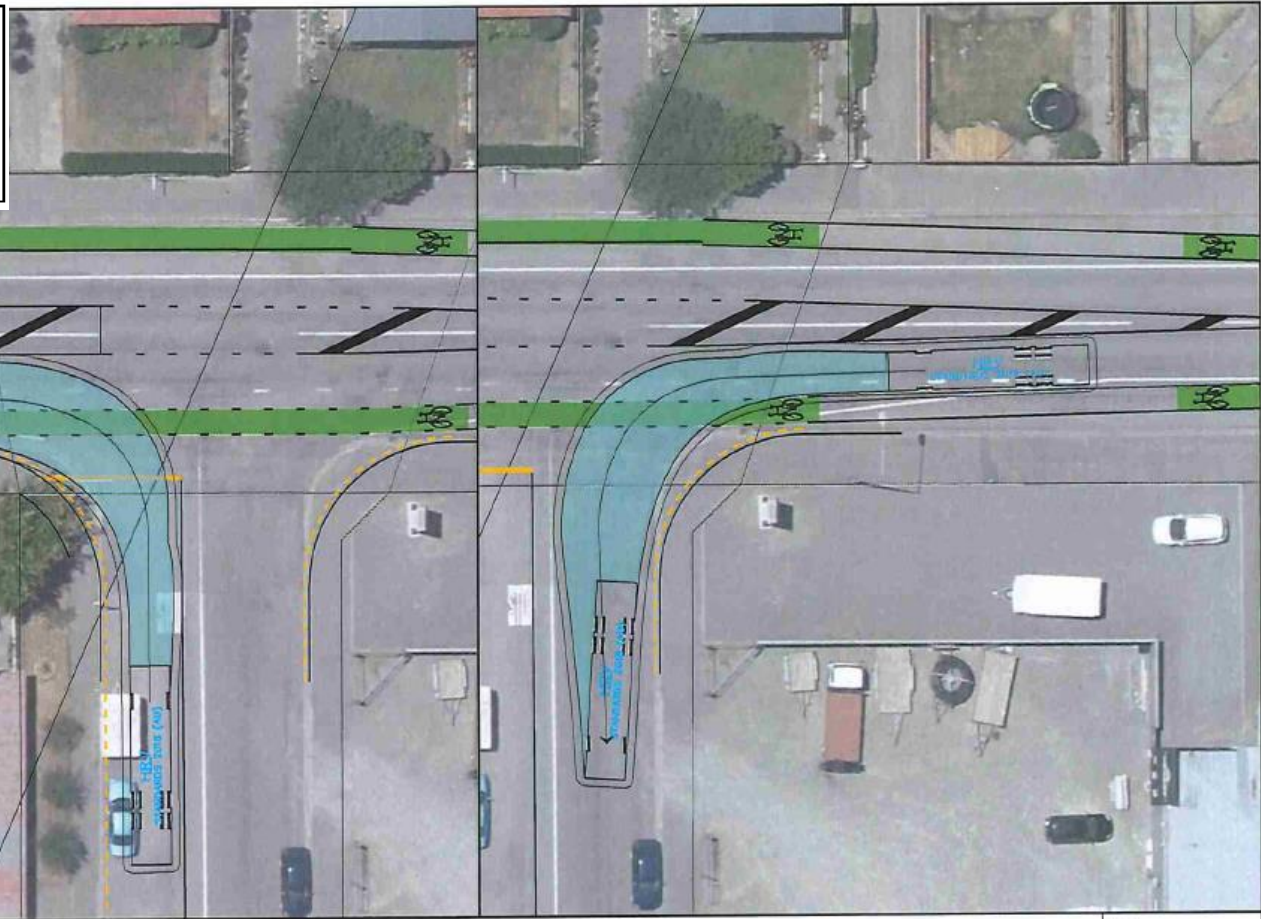
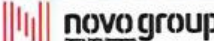
- Attachment 1: Proposed Scheme Plan
- Attachment 2: Proposed Intersection Upgrade Concept Plans

Attachment 1: Proposed Scheme Plan



Attachment 2: Proposed Intersection Upgrade Concept Plans



<p>APPROVED</p>  <p>Ashleigh Peti Intermediate Planner – Environmental Planner New Zealand Transport Agency Waka Kotahi</p>		
 <p>Novo Group Limited PO Box 365 Christchurch 8014 NovoGroup.co.nz</p>	<p>Riverside Industrial Ltd Alford Forest Road, Ashburton</p> <p>Alford Forest Road - Melrose Road Intersection Upgrades: 12.5m Truck Tracking (10km/h & 0.5m clearance)</p> <p>Concept Arrangement</p> <p>Drawing: 206-021 - Riverside - SK1003-E</p>	<p>Sheet 206-021 - SK1003-E</p> <p>Scale @A3 1/250 Date 25/05/2023 By N Fuller Project # 206-021</p>

